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UNITED NATIONS DEVELOPMENT PROGRAMME

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ENGLISH

APPROVAL OF UNDP ASSISTANCE TO A PROJECT OF
CAMBODIA

IPF:(1987-91) $ 81 629 000

(CMB/92/007) - Emergency Road Rehabilitation

Date of approval by the AC:[1/]	25 March 1992
Expected duration:	One year
Proposed executing agency:	UNDP/OPS
Government implementing agency:	UN Transitional Authority for Cambodia (UNTAC); Supreme National Council of Cambodia (SNC) through the provincial Public Works Department
Proposed UNDP contribution:	$5 000 000 Source of funds: IPF
Total UNDP budget:	$5 000 000

Project background

The road network as indeed all other physical infrastructure in Cambodia has seriously deteriorated over the past 16 years. The 1990 UNDP Infrastructure Survey reported that more than 50 per cent of the primary road network requires urgent repair. During the 1970s, a significant number of the country's 4100 bridges were either damaged or destroyed. Many of the country's highway engineers and technicians either died during this period or left the country. Since 1979, the Road and Bridges Department of the Ministry of Transportation, Communications and Posts, which is responsible for the development and maintenance of national roads, has undertaken to rehabilitate both road pavements and bridges in spite of a critical lack of both human and capital resources. It is reported that at present most of the roads in Cambodia cannot withstand increased loads or traffic.

The 1992 UNDP Rural Integration Strategy (RIS) mission added that the condition of the country's roads and bridges had deteriorated even further since the 1990 survey and that the condition of Routes 5 and 6, integral to the repatriation of Thai-border camp refugees, were in particularly bad shape. The UNHCR repatriation plan focuses on bringing refugees back mainly to the northwestern provinces. The first group of refugees to be repatriated will move into Cambodia by end March, and the rest of the total 370,000 will be repatriated in groups over the span of one year. The movement of refugees and the implementation of reintegration assistance programmes will place much greater demands on the road network of the northwest than it can presently withstand. The main artery for the transport of refugees, at least in the first stages of repatriation, will be Route 5.

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[1/] This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.

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Approximately 3,100 kms of secondary roads and the 2,800 kms of tertiary roads in th northwest are in a state of advanced deterioration, some of which are all but unusable during the present dry season and will be impassable during the upcoming rainy season. Not all access roads required for the resettlement of the returnee population can be safely restored at this stage because of the presence of land mines and insecurity which also affect the proposed resettlement sites. The provincial Public Works Departments (PWDs) are responsible for the maintenance of secondary roads. The little equipment that they have is under-utilized due to the shortage of spare parts and fuel. The Government of Sweden has pledged 30 million kronors ($5 million) to UNDP for the immediate rehabilitation of infrastructure.

Description of project

The immediate objective of the project is to meet the urgency of rehabilitating Route 5 and secondary access roads for imminent repatriation. Project activities will include: (a) transporting refugees from the Thai border camps to resettlement sites; (b) surveying the road from Battambang to the Pursat/Kompong Chhang provincial border and developing a workplan for rehabilitation; (c) conducting a survey of the rehabilitation needs of essential secondary access roads in Pursat province; (d) providing on-the-job training for local cadres at all levels; and (e) purchasing additional equipment and spare parts.

Inputs

UNDP will provide international and national personnel, including three to four site engineers and local work brigades; and equipment including some heavy equipment (reconditioned bulldozers and rolling equipment, pick-up trucks, bridge building equipment spare parts, fuel, lubricants, laterite and gravel.

Financial data

		(US$)
Equipment		5 000 000
National Route 5		
Sisophon to Battambang	400 000	
Battambang to Pursant/Kompong Chhang	1 000 000	
Secondary Access Roads		
Equipment Contingency Funds	1 000 000	
Pursat Province	1 100 000	
Battambang Province	1 500 000	
Total		5 000 000

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